state of the lotty stock sell against a carriage factory with disastrous results.

ELECTRICITY LEARING.

Just below this was the long and irregular space known as long acce, which extends from forty-third to Forty seventhatreet. The poles there were of an extraordinary height as it was necess ary to carry the wires over long distances. When the poles fell the recode were aroused on all sides and as many electric light and power wires cross Broadway at this point there was a pyrotechnic display which caused a good deal of alarm. On the corner of Forty fourth street, on the west side of Long Acre, the poles on both sides of the cross streets fell, leaving the wires at ung up in the all by two big electric cables passing east and west. The cables sustained the strain, but the contact with the wires sent out a showor of sparks which were reflected by the thousands of leicles innights from the wires. The wires hung on either side of the cables and sprind out so that they looked like gigantic curisins of ferns. They were frosted, and as the water dripped from one wire to shother icles were formed until the cutine looked like elaborately woven lace.

At Thirty hinth street there was a good deal of contasion. One of the poles foil against the front of the Matic flats, snother pole smashed in o the corner of the Metropolitan Opera House felice, and a third one was stretched across the Broadway street car track. Two of the slottle light wires burned with such brilliance as they lay across Broadway that the aghteers kept at a safe distance for a long while affer the poles had failen.

At Forty-third street a cab horse was so badir shocked that he was taken from the cab with some difficulty was experienced in holding him. The horse trembled violenity. The cabman remarked that "what's good enough for the blind staggers is good enough for anything "and cut the roof of the horse's mouth. The animal hied freely for a time, but they did not as exeed in getting him quieted enough to put him in harness again, and he entrances of COULDN'T BOARK THE WOMEN.

COULDN'T BCARK THE WOMEN.

One of the most prominent features of the whole disaster was the almost universal fear of death from the wires by men. Women stepped on them, over them, and pushed their way through the hanging wires with impunity, despite the repeated caution of the male bystanders. The men were afraid to venture anywhere near them, and when the linemen app ared they were watched by a constantly increasing throng of, sight-series, who spoke the name of Feeks continually. It did not escape notice that the linemen themselves moved with a remarkable dogree of caution. It was impossible to distinuish one wire from amother in the inextribuble tangle. The linemen said that an entirely new system of wires would nave to be built, for it would cost more to straighton out the cla wreekage than it would to build anew. In many hastances the fall of the wire's loose and the cornices of roofs or realled chimners down, and this resulted in leaks in many houses.

FIFT-INSTH STREET CATCHES IT.

leaks in many houses.

FIFTY-NINTH STREET CATCHES IT.

In West Fifty-ninth street at 7:15 o'clock in the morning things began to happen. A line of eighty-flooters bearing 138 telephone wires ran through the street. Besides the wires there were several cables that contained thirty wires cach. The pole at the corner of Eighth avenue started the procession with a crack that was bearf a block away. When it struck that was bearf a block away. When it struck the street it spashed the clush as high as the second story windows of the houses. Before the clush got back to earth again there was another crack, and down came pole No. 2. The others clear to Tenth avenue followed. The poles fell in all directions. Some of them scraped furrows through the frint of the bouses and smashed the iron teness and blocked the decreased the iron teness and blocked the decreased fell on the right scale way and stretched over across the tracks. The weight of the wire-broke oil the ten, with the cosspices and they were dranged on to the opposite side of the tracks and marged on to the opposite side of the tracks and marged one to the opposite the bloss veil Hespettel grounds reached over into the grounds, sinc here; the iron is ket fence. The one opposite the largette from it ket fence is the street, and it in all been a few feet here.

all the street lamps. They carried with them several trees, too.

The pole at the corner of Ninth avenue page the elevated railrond a victous crack smashing two toes the iran railing boside the track, and settling on the guard rail. The wires across the track stopped travel on the road until they were seared away. The est of the consequence of the read west stilling on the guard rail. The wires across the track stopped travel on the road until they were seared away. The est of the works are seared away. The est of the consequence is the fall of increased as miscellance as, it includes the fall of the robe and fire alarm poles in West Forty-seventh street, the fall of nine poles in 125th threet, of lour in Seventy-first helween as the case in Seventy-first, between the same avenues. Head in Seventy-first, between the same avenues. Head Seventy-first, between the same avenues. Head sevent held opposite 59, 79, 102 king street led flusson street, 20s variek street. 28s West Endeventh street, Abingdon semare. West Fourth street and fresh avenue. This carrest with the agreetymen's wood awaing. There were four in Twenty-seventh street, and one here and there in any number of other streets. In nearly all the streets where a pole went down the tree and police service suffered. Attanal and Greenwech streets at telegraph wire of other streets. It fell across the backs of an Eighth avenue cart am. The current was not streng enough to kill the horses, but it stunned them and they fell down. They revived in a little while and drew their car to the stable. The Perty-sevonth street police reported that another universal them are not to the stable. The Perty-sevonth street police reported that another universal them are not to the stable. The Perty-sevonth street police reported that another universal them are not to the stable. The Perty-sevonth street police there were no poles the PROTUBESQUE AMERICA.

On streets where there were no poles the wires are carried across on house tops. Broadway, Fixth avenue, and Fifth avenue yesterday were liked with do gling wires that generally reached down just far enough to eatch the unwary redestrian in the face. They were the cause of much profanty. On Sixth avenue there are cables carried across the elevated atretches from the housetops. They segred so much that occasionally they scraped the roofs of the elevated cass. There are telegraph wires carried teside the tracks of the clovated too. At I wenty-second street the cross bars tell into the street and the wires with them. They blocked the street. At Mifth avenue and Thirty fifth street a cross bar with twenty wires that had been fastened to the reef of the corner house fell over the side of the building and dancied there, in Worth street the weight of snew and water broke down two sections of the iron awning around H. B. Clastin & Cott, stors.

FIREMAN COTTRELL GET- THERE. Among the first of the electric light wires to break on the east side was one of the United brates to mpany's crossing the Bowery at Houston street. It snapped at 2:10 in the morning, and one end of it fell across the uptown track of the Third avenue clevated road at Houston street. The instant the wire came into contact with the track there was a display of electric fireworks. The train that left the tity Hall station at 2 o'clock was coming up the track, and the telegraph coerator flashed word down the track to warn the train to slop at thouston sireet. As an extra precaution a man was sent down the track with a red lantern. The train scopped ten or twelve feet from the broken wire and the engineer, conductor, and patform men hed a consultation. Among with his wile and daughter came out

Nobody knew exactly what was the best thing to do.

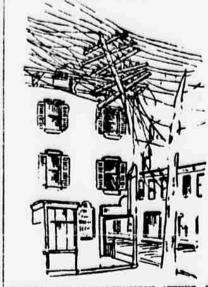
A man with his wife and daughter came out of the station room to the platform rust then and took in the situation at a glance. The man saked for a subber cost and somebody lenthing one. He wrapped the cost about his hands, sumped down on the track, seized the wife and burled it into the street, having previously booked down to see if anybest was in the way. Then the train moved in with the wire way. Then the train moved in with the wire hurler and his wire and daughter about. A reporter who happened to be on the train found out that the hands stranger was Fireman Joseph A. Cottrel of Engine 22, in Eightvelith street. It was his night off, and he was returning from a ball at the Germania Assembly Rooms. He wanted to get home and didn't want his wife to wais.

East SIDE INCIDENTS.

EAST SIDE INCIDENTS. Poles began to fall on the east side about 2 o'clock in the morning, and some of them fell on Park arenue as late as 8 o'clock. Third avenue escaped with comparative! little damage. A few wires were blown across the ele-

The SMAIL BUY GARNERS COPER WHE.

There was a sputtering little exhibition at
Thirteenth street and Fourth avenue. A pole
on that corne. foil, bringing with it several
electric light wires and a large number of telegraph wires. In frost of this pole was an iron
post, with an electric light globe on top of it.
The wires tire this off, but did not break the
post. One of the electric light wires snapped
and spit out victous-looking blue flames. Fire-



CHANGED ITS DARK-LEXINGTON AVENUE AND THIFTY-SECOND STREET.

men were sent out to pairol the district and the police kept the crowd sway from the wires. Hall a dozen men were busy there yesterday afternoon cutting the wires and trying to straighten out the tangle. Because of the electric light wires there was a particularly dangerous snart.

The wrock was the small boys delight, and as the electric light wires were copper the booty was valuable. The boys coiled it up, and when the coppers were not looking ran off with it. Two boys at Thirteenth street and Fourth avenue made a rich baul, and as they went off with coils of wire over their shoulders. The Sun reporter heard one boy say to the other: "Hully gee, mine's copper. What's your's?" The second boy discovered that he had been stouling telegraph wire that was of little value.

The Union Square Hotel braced up two poles that were blown over against it at lifteenth street and Fourth avenue. East Fourteenth street and Fourth avenue. East Fourteenth street and Fourth avenue. East Fourteenth street and Fourth avenue. The noise that stood in front of Nos. 346, 414, 422, 436, 442, 502, 514, 526, and 536 in this street were so badly rocked that they will have to be taken down. The cross pieces were twisted and wire was scattered all over the street. East Twenty-third street was in much the same condition, and one of the big cables that runs through this street sagged between the poles at saveral places until it could be reached from the ground.

NEARLY TWO MILES OF RUIN IN PARK AVENUE.

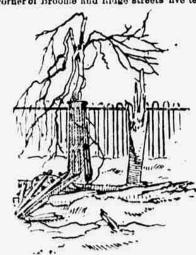
Park avenue from Fifty-ninth street to Nine-ty-fourth was the most picturesque week on

the ground.

NEARLY TWO MILES OF RUIN IN PARR AVENUE.

Park avenue from Fifty-ninth street to Ninety-fourth was the most picturesque wreck on
the east side. The telegraph poles here were
large and heavily loaded. They were all on
the west side of the street, and at 9 o'clock yesterday morning every one of them was lying
that in the avenue. They were stretched
straight out into the avenue, like a row of toy
soldiers that had been knocked over. In most
cases the wires were not tern from the poles.
The iron fences around the openings of the railreal tunnel held up the poles that fell on them.
The wolice say that these poles fell between 4
and 6 in the morning. They were broken
square off at the pavement, or within about two
test of it. An examination of the stumps showed
that they were all weak, and in most of them
the heart was decayed. From the fact that
the wires were attached to the poles and very
few were broken it is probable that these poles
must have fallen at about the same time. Their
iall sidiar thisturb the puople on Park avenue,
and few of them knew of the destruction until
they were lovesterday morning. Poles were
still falling after 8 o'clock yesterday morning.
Avenue A was whipped by the storm in spots,
From Sixty-sixth street to Seventy-ninth street
most of the poles were blown down and the
wires broken. There was a clean sweep of the
south side of 110th street between Second and
Third avenues. In front of 127 East Seventyfirst street a large tree was blown into the
street. It was twisted and cracked as if by a
cyclene.

The only death due to the storm reported was another creek. And now came poor have another creek. And now came poor have considered in the construction of the strained forms and directions. Some of them scraped forms and smalled the form of the bousses and smalled the bousses and the stress the tracks. The scight of the wroshook off the bousses are smalled to the poles and very account of the bousses are smalled to the poles and very dealers of the tracks. The scight of the wroshook off the bousses are smalled to the poles and very dealers are s



REMAINS—TWENTY SECOND STREET AND EIGHTH AVENUE.

graph noises were bent out over the streets, with their wires broken and in many cases; hanging to the ground. The telegraph and telephone wires on Dejancey street and East Broadway were also wirely wirely. were also wrecked. HAVOO IN HARLSM.

Were also wrecked.

HAYOU IN HARLSM.

**At the southwest corner of 125th street and First avenue the top of a telegraph pole containing over 100 wires snapped off. The broken top what includes the dozen or more crossbars and bells was suspended in midair over the heads of passers-by by the wires themselves. The advantage poles were likely to snap at any moment and let this section of the role full. A game of men enclosed the west walk on Third avenue half way to 124th street with telegraph wire and thus barred off the point of danger from passers-by.

On the west side of Fourth avenue between 121s; and 125th streets seven poles fell about 9:20 A. M. The crash beam with a pole near 125th street, and the others followed. The poles crashed through the iron railing that orn ments the granite wall enclosing the New York Central limitrosed cut. Striking the wall the tops of the poles snapped again and let the crossbars and a snarl of 100 or more wires down on the tracks. The Poughkeepsis local bound north was due at 110th street at 9:22 A. M. Panger signais were set and the train came to a standstill. It was delayed about half an hour, while a wrecking train which came up on engine 630 cleared the track.

Three more poles in 124th street, near Pleasant avenue, toppled over into the street. The pole on the north side of 125th street and Pleasant avenue had been braced by another heavy section of telegraph vole. The pole elei against the side of a frame building on the southwest corner of the avenue, used as a wheelwright's snop, and crushed in the edge of the root.

The pole which had been used as a brace was hurled access the street and on 1, 15 was

wheelwright's enop. and crushed in the edge of the roof.

The pole which had been used as a brace was hurled across the street end on. It was driven through the side of the building. In 125th street, from Third arenue to the Harlem River, eight of the largest poles in use lay prostrate on the walks and in the streets.

Through 120th street was a line of telegraph poles supporting 130 wires. Twenty-live of these poles went down. One of them fell against the residence of Dr. Angust Krobbiel and smashed the cornice and some window glass, while the wires sweet down the chimneys on 25 West 120th street.

At 120th street and Eighth avenue another of the roles deposited its network of wires and cross-bars in front of an approaching elevated train. A woman living in the flat at that point saw it and waved a red tablecover frantically out of the window as a warning to the engineer. She stopped the train.

The top of another of the poles, with its crossbars complete, was held against the aids

of Charies Ammon's residence, on the southwest corner of 120th street and Seventh avenue.

Mr. Ammon is a florist, and a bothouse containing a number of rare trouleal plants adjoins his house. One of the falien poles was suspended directly over the bothouse. It was suspended directly over the hothouse. It was suspended by the wire-, but threatened momentary destruction to the hothouse and its contents. Mr. Ammond braced up the pole as well as he could with timbers, but spent a very uneasy da; Ammond braced up the pole as the sould with timbers, but spent a very uneasy da; and lay with some ninety wires on the sidewalk on the south side of the street. One of the poles is directly in front of the police station.

A JOD FOR MR. HEINTZ.

A JOB FOR MR. HEINTZ. A Jop for MR. HEINTZ.

A line of eleven poles lay prostrate in the roadway on the Southern Boulevard east of Willia seenue, and three poles fell across the tracks of the Huckleberry road in Boston avenue, near 169th street. An officer came over from the High Bridge Precinct in search of Commissioner Heintz. He wanted to tell him that nearly every telegraph pole in the precinct was down, and to ask him what could be done to make the roads passable.

OFFICIAL PRECAUTIONS.

Are Light Currents Cut Of-Polleemen But

for Fire Engines. The wires connecting Police Headquarters with the thirty-six precincts into which the town is divided began to go down very early in the morning. At 7 o'clock last night Capt. Washburn, who was in command at Headquarters, had communication with only thirteen precincts. They were the Old slip, Oak street, Leonard street, Elizabeth street, Mul-berry street, Fifth street, Morcer street, Delancey street. Union Market, West Twentieth street, East Twenty-second street, Fiftyfirst street, and Grand Central stations. The blizzard did not equal this storm as a crippler of police wires. All of the west side stations above Twentieth street, and all of the east side beyond Fifty-first street were connected with

beyond Fifty-first street were connected with Headquariers through a bluecoat messenger and the Elevated roads.

Superintendent J. Elliot Smith of the Fire Alarm Telegraph sent the following letter to Mayor Grant in the afternoon:

'I have the honor to report that, considering the present condition of the various telegraph and telephone wires in the city, in my ludgment the electric light current should not be allowed upon overhead wires this night. Everywhere broken wires are down and upon the wires of the electric lighting systems, and to put those wires to use would be extremely hazardous to life and property."

The Mayor wrote on the banck of the letter:

"To its Superintendent of Police.

The Mayor wrote on the back of the letter:

"To the Superintendent of Police.

"Sin: Under the circumstances related in the within communication, I do hereby direct that you employ all the resources of your department to see that no electric light power company shall turn on a current of electricity on any of its wires until it shall have been declared to be absolutely safe by the Board of Electrical Control's experts.

"Hour J. Grant, Mayor."

Capt, Washburn got this letter at 70 clock least night, and immediately had the order of the Mayor telegraphed to all precincts with which there was connection by wire, and sent it to the upper precincts by policemen summoned from the Mulberry street station. Later in the evening messages from the uptown precincts were received by the operators at the Houston street station of the Third ave-



"CUT THE LITTLE ONES."

2,500 are lights belonging to this company alone were out. Superintendent J. T. Simon said he thought they would be lighted to-night as usual.

The East River Electric Light Company suffered greatly on account of the storm, and more than fifty per cent, of their circuits were out of order yesterday. At 6 o clock last evening the commany turned on its subway currents, on which there are about 200 lights that are lighted on Sunday nights. At 8 o'clock they received the order from the Mayor, sent through the Folice Department, forbidding electric currents to be turned on. Chief Engineer O. E. Shepard was in charge, and he did not want to take the responsibility of shutting off the current without consulting higher authority. He at once sent word to Superintendent E. E. Dexter, and received orders from him to shut down. This was done at about 0.15 o'clock. The company expects to be all right to-night.

Superintendent of Construction F. A. Knight of the Manhatan Electric Light Company said last evening that his company had suffered from the storm little or nothing. While he was expressing the yout this fact to a Sun reporter, an officer came in from the East Fighty-eighth street police station with the Mayor's order. Mr. Knight said he would take the responsibility of shutting down, but he company. E. D. Edwards. The company lights Harlem and part of Yorkville.

More than half of the Fire Department wires were broken. Superintendent Smith got his men only those that were underground were found to be reliable. Two gangs of nen were stated out to work on the poles and mage temporary connections in any way that they could. No attempt was made to erect new poles and the linemen turneditheir stiention entirely to clearing up the circuits. Fortunately there were no flees of consequence. Extra firemen were detailed to patrol duty. Mr. Smith said last night:

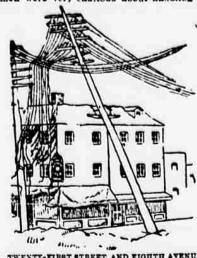
The trouble is very serious, and I don't know he had an electric light of the firm and long the line of the firm and only those that were have been as badly damaged. O



WAIF FROM A PARK AVENUE HOUSETOP—THIETYRIGHTH STREET.

Madison and Fourth avenues, Broadway, Fifth and Sixth avenues, and part of Fighth avenue, because they are underground. Our circuits south of Chambers street on the west side and above Fifty-ninth street and west of the Park are in good condition. The damage to our other wires is very serious and is chiefly caused by the breaking down of the heavy pole lines of the commercial telegraph companies. Our men to-day have restored many circuits, but we are badly crippled. The work of repairing will be pushed to morrow."

"We have been able to do nothing to-day toward cleaning up the street obstructions, said Commissioner Gilroy last night. "but to-morrow I shall take immediate steps to have the various companies involved set their men to work. I preier that they should do it if I can get them to, as the work is a dangerous one, and the force I have at hand is entirely inadequate. However, if the companies do not have their gange at work by to-morrow afternoon I shall start the clearing up with what men I can obtain. The storm has been the most damaging



TWENTY-FIRST STREET AND RIGHTH AVENUE.

TWENTY-FIRST STREET AND KIGHTH AVENUE.

Wires, because it could not be told whether they were alive or not. By noon, however, all dangerous currents had been shut off. After the obstructions were cleared from the streets the linemen began strengthening the poles that had withstood the storm. At least one-half the poles left steading were in a very dangerous condition. They leaned one way or the other, and swayed with the slightest breeze. Some of them were hauled down late in the afternoon. More were left standing at dark, and they may fail at any minute. Those that were propped up were in a very dangerous condition.

The amateur photographers took pictures of them broken poles and of everything else that came in their way. The boys stole all the copper wire they could find, pestered the linemen, and pelled the amateur photographers and coachinen with snowballs. A favorite trick was to get a coachman of an angelied the amateur photographers and coachinen with snowballs. A favorite trick was to get a coachman of an energy that he would get off his bux to chase them. Then some one of them would have to run after it. A Sun reporter who walked through the devastated district noticed three things that the Board of Electrical Control should make a note of. One was that the biggest of the failen poles had not been sunk any more than three feet in the ground. They were the ones that tore up the sidewalks. They carried 170 wires. "It is no wonder they fell," one man remarked. The other is that not a few of the poles were rotten and were no doubt dankerous to life under the most favorable conditions. They were wholly unfit to stand any kind of a storm. The third is that a great deal of the electric light wire that fell was not properly insulated. On some of it there was only one very thin coasing of insulation, and in spots even that was worn off.

Many of the firemen were patrolling the streets in an effort to cover the city by eye-gight, and the policemen ploughed around through the show in the shapers about New Yorker

who left town for a change of climate, but it was a mystery to him.

"There's a change every three hours in the climate bere." he said, "and the man who doesn't experience his style of weather in the course of a day or so is mighty hard to please."

The churches were deserted, and it was impossible to get messenger boys, for nearly sloof them were called out to assist bleamed; of them were called out to assist bleamed; and superintendents in their efforts. All the straighten out the snarl.

THE RUIN OF TELEGRAPH LINES.

Boston News by Cable from Newfoundland — Philadelphia Out of the World.

The Western Union folks did not find out how completely their likes were demoralized until late in the afternoon. The wires had begun to give out at midnight Saturday, and by 4 o'clock in the morning there were hardly a dozen wires that could be utilized. When daylight came and the officials began to get reports by messengers from the neighboring towns it appeared as if all the damage was within a radius of ten miles of New York. The worst damage as then reported was in Newark and Jersey City, where falling telephone wires had fouled the telegraph wires and rendered them useless. The wire chiefs in the Western Union building thought early yesterday afternoon that this would be but the work of a half day or so, and



mittely "IS YOURS COPPER?"

promised that service to the South would be

resumed early to-day. But they got worse news later. At 7 o'clock last night Assistant Manager Brennan de-

resumed early to-day.

But they got worse news later. At 7 o'clock last night Assistant Manager Brennan described the real situation to a Sun reportor. At that time direct communication with the East and the South was absolutely out off. There were just three offices with which communication had been established at any distance from New York. and those were these wires on the trulk line which runs along the Harlem Railroad, which carried all the business that came in or left New York. Eight operators handled all the business of the trulk line which runs along the Harlem Railroad, which carried all the business that came in or left New York. Eight operators handled all the business of the off the descratches for points east were sent by two operators to Albany and there distributed from the first wing to Boston was in use. All southern business was sent to funfacional them took a circuit our relative were to Boston was in use. All southern business was sent to funfacional them took a circuit our relative to the strain and Pitts business. That town was cut our from the world.

The Rever Tork Central tracks from Peekskill and the reports weat last made to the company with the comp

one we have ever had. The sondition of the tolegraph, telephone, and fire-alarm wires now is certainly a strong argument in favor of having them.

It would not be sort to be a way yesterday and knew nothing about the storm last night but what he had seen himself.

HACKING AWAY THE WIRES.

No Wenter Some of These Poice Pell—The Engleting Smail Boy.

The streets where lines had failen were crowded with telegraph linemen, amateur photographers, and boys. The linemen came from all the companyies in the city. There were hundreds of them. They all worked together to clear up the débris. The wires yere in such a tangle that it would have been impossible for each company to select its own. The wire itself was in such-condition too, that its use for telephone or telegraph purposes aga'n is out of the question, and it was cut and gathered up in huge piles, and much of it was carried away. The poles were all blocked, so the streets where all blocked, so the streets where all blocked, so the street was now and every selective was now the condition to make the streets were all blocked, so the street street were all blocked, so the street street

WRECK OF TELEPHONE WIRES.

The Bitssard Was Not So Bad-Even the

Long Distance Laid Out. The Metropolitan Telephone and Telegraph Company, which operates all the local telephones, found its wires almost in a hopeless state yesterday, and it will take an outlay of fully \$100,000 to put the service into shape again. The company had barely recovered from the effects of the sleet storm of week before last. Communication was retained yesterday between the different exchanges throughout the city, but up town hundreds of aubscribers' wires and trunk line wires were The greatest inconvenience resulted from

the falling of several terminal poles. These were the poles where the wires issued from underground to run overhead. These poles were tophenvy with cable boxes, and every time one of them went down it meant the loss of from 100 to 200 wires. Among the terminal poles that fell was one at Fifty-ninth street and Eighth avenue, where the duits. At Twenty-sixth street and Sixth avenue another of these poles had broken down, and one at Twenty-second street and Fourth avenue. The streets where the telephone wires had gone down were Forty-fourth street, between Lexington and Second avenues; 125th street, between First and Second

nues: 125th street, between First and Second avenues: Thirty-ninth street, from Broadway to Eleventh avenue, and Fifty-ninth street, from Eighth avenue west to Eleventh avenue. A gang of men were kept busy all Saturday night shaking the snow from the cables which run from the new Thirty-eighth street exchange to the one recently burned out at Thirty-ninth street and Sixth avenue. Of the various exchanges the Thirty-eighth and the Eighteenth street were in the worst way. Nearly all the suburban subscribers were cut off.

A meeting of the officials of the telephone company was held in the afternoon in the Thirty-eighth street exchange, and it was agreed there that the company was in a worse shape than even after the blizzard of March 12, 1885. About 100 men were set at work all over the city clearing away the wrocked poles and wires. No attempt will be made until to-day to start the work of repairing. The company suffered great loss yesterday through the theit of hundreds of pounds of valuable copper wire. It was picked up in the streets by Italians and small boys who knew its value. Capt. Wood of the telephone supply department said that there was plenty of material on hand to go right ahead with the work of repairing to-day.

The long distance telephone lines, by which

DELAY ON THE GREAT RAILROADS. Telegraph Wires Down and the Trains Run on the Old Fing System.

The principal inconvenience which the railroads coming in at Forty-second street suffered was caused by the lack of telegraphic communication and the falling of poles and wires across the track. The train despatchers of the New York, New Haven and Hartford road could not reach any one except the central Western Union office at 195 Broadway as late as 4 o'clock yesterday afternoon. At noon only one wire from the city was working on the New Haven road, and that one only as far as

Mount Vernon.

It is estimated that over four miles of poles are down at different places along the line of the road. The train despatcher reports that the railroad and commercial telegraphic business is as much impaired as it was by the bliz-zaid. Conductors reported that from Mount

despatcher said the trains were running with tolerable regularity. The lines across the meadows west of Berren Hill were all down a scept one or two, but linemen had been sent communication between the stations would be receivablished by to-night.

A similar condition of affairs existed on the Delaware, Lackawanna and Western Raliroad and the West Shore road. Telegraphic communication was crippled, but there was no creat obstruction to traffic, which on Sunday is light.

The New Jersey Central suffered less than any of the others. None of the telegraph poles was down, and only a lew of the wires were broken. Trains were running on nearly schedule time.

On the Pennsylvania Raliroad the block system was abandoned and the trains were tun on the old flag system. The trouble was medified by the fact that few trains are run on Sunday.

PICTURESQUE IF COSTLY.

The City Was Beautiful to See but Dread-ful to Walk Abroad In.

The aspect of the town in the morning was remarkable for beauty. All over the city fine

buildings were made finer, and commonplace houses were touched with a decoration that only the snow artist can give. Here and there were streets whose payements were blanketed with unsullied, untrodden white. Wires overhead seemed silken ropes, and the tall poles were philars of marble. The elevated railroad structures never looked so splendid, and the few puffing engines, which in the earlier hours dragged black cars behind, seemed out of place. The pubbehind, seemed out of place. The public parks were scenes of gorgeous splender. In Madison Square the mass of trees with their trunks and branches and twigs all wound round with crystal flowers looked like a great garden of white chrysanthemums. The fronts of every building facing the square wore new fagates carved from the quarries of the skies and the steeple of Dr. Parkhurst's church seemed a shaft of solid stone. These who went home late the night before were not surprised at the picturesque transformations. The rain turned to snow about midnight. From then until nearly 7 o'clock the fleres storm prevailed, the wind flying savagely at shutters and chimneys and wires and poles, the wet snow clinging to whatever it touched and pucking heavily until there were nine inches of it, which seemed to be half water, though of course it wasn't. Everything that such a burden could break down broke down. The street car men, paper carriers, and policomen, who were the first ones to see these sights by light of day, might well have thought that the myriad-handed frollesome giant that had decorated so much of the city, had treated other parts of the town with great unkindness. Street after street was blockness by fallen poles and tangled, broken wires. Itain came in the forencon and that and the sunlight of later hours made an awful slop, so that early church dry shod. Showers of slush splashed out the trees and off the surviving lines of wires, and the sewers ran millions of tons of snow water into the rivers. lie parks were scenes of gorgeous splendor.

She Dominated the City After Nightfall and Made Beautiful All She Touched,

The prospect yesterday afternoon was not promising for those who were to be abroad after nightful. The slush-laden streets and sidewalks, the widely separated gas lamps, and the absence of electric lights would form a combination of terror and wee to the luckless pedestrian. But nobody seemed to think about the moon.

The last cloud disappeared from the sky at

sunset and the stars came out. Just as the gas lamps were peering wearily through the dark-

turn, thus keeping the tracks in a pretty clear

condition.

Although a comparatively short line, the Eixth Avenue Railroad suffered about as much damage as any other surface road in the city. The damage was confined to the tracks, none of the cars being hurt. Telegraph poles were strewn across the track all along the line, but they were removed by a gang of laborers sent out by the company.

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Delays were general in the morning on the elevated roads. From 8 o'clock until 10 or 11 wires were sagging across the tracks until they finally came down so low that it was necessary to cut them. On the Minth avenue road the principal delay was at 7:50, when the two poles at Fifty-ninth street crashed down against the structure. It was a half hour before the poles and the wire cables attached could be cut down and removed. This loss of time was not made up until nearly 2 o'clock, when the trains were again running on time. On the same road at Houston street a mass of wires broke from the crosstrees of the poles and fell across the track. They were promptly cut. On the Sixth avenue road wires had to be cut all along the line and short delays followed. At the Thirty-sinth street corner about 300 wires were down, but they were all cut quickly. On the Third and Second avenue roads there were no delays of any consequence. At the Battery about 50 wires running from the 100 of the Eastern to a pole in the Park came down about 8 o'clock, but a porter with a hammer and chiesel prevented a delay of any length. By alternoon there was no more trouble.

JERSEY CITY'S PLIGHT.

Policemen Turned Into Fire Alarm Mes-The storm caused great damage in Jerse;

City and Hoboken. Telegraph, telephone, and electric light wires are prostrated in every direction. As the snow fell it clung to the wires and accumulated until they resembled great strands of white rope. The weight of the snow carried down the wires and poles. In the majority of cases the poles were broken off near the top, just below the cross pieces. but here and there a pole was broken in the middle, and in some instances it was snapped off near the ground. Along the streets through which the lines run the sidewalks were ham pered with a confused mass of sagied wires. At some places the poles and wires fell directly across the streets and obstructed travel. In Railroad avenue, Jersey City, from Brunswick street to the Newark avenue crossing o

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Sd av., between 100 and 4th sts. New York,
where they will be sold we Yerk,
where they will be sold and the stanford and the

broken. The same condition of affairs exists in Grand street, from the river away up to the top of the hill. The huge poles in Henderson street, where the lines have recently been reconstructed, proved strong enough to withstand the immense pressure, but in Tweires street, from Grove street to the foot of the bill, and in Newark avenue, from Henderson street to Waldo avenue, every pole is prostrated. The electric light and telephone wires are paralyzed. If it were not for the meon

The last cloud disappeared from the sky stanset and the stara came out. Just as the gas lamps were peering wearly through the darkness a chauge came over the face of shifts and the start of the moon the stage of thing changed. Instead of a high the lower adgs. With the rising of the moon the face of things changed. Instead of a higher of dismal gloom there was a night of gare beauty. The electric light poles stood dark and shorn of their wonted halo of light, and the gas lamps did no more than intensity the darkness. But no one missed the electricity and no one that extens but none of the bixse of high time which they are accustomed to move. The soft radiance seemed to have a tempering effect of the state of the electricity and no one of the electricity

THE TANGLE IN NEWARK.

A Bog Could Hardly Make His Way Through the Streets,

"Trouble" is what linemen call it when a wire gets out of order, but there is ne word ex-pressive enough to describe the condition of affairs in Newark. The wires are all in trouble, and the city is enmeshed in a tangle of wires, fallen poles, and branches of trees. Ten years ago on Jan. 23 the telegraph people en-countered a storm of sleet which did more damage than any that had preceded it and they thought that nothing like it could ever excel it in power of destruction. The storm of yes-terday morning eclipsed it entirely, however, and there was no frozen sleet on the wires either. The trouble began when the rain turned to snow at 2 o'clock in the morning. The snow fell in great sticky clots, and dressed everything in white. Then rain fell and wet the snow. This brought about the first difficulty with the wires. Weak ones broke under the weight of wet snow, and fell upon others which were charged with electric lighting currents. Arcs were formed at all

fires was on the roof of the Western Union Telegraph office, near the corner of Broad and Market streets, endangering the Adortiser office. It was quickly extinguished.

The fire apparatus scattered the backs from the stands near the corner. Paniel Welch, an old backman living in Ferguson street, concluded to go home, and in diving down flarket street his horse came in contact with a fallen electric light wire at the Market street station of the Fennsylvania Railroad and fell dead. This was at 80 chock and the wind was then rising, while the coarse and wet snow was failing faster than ever. Thin telephone wires looked like clothes lines and electric lighting wires like cables. They were falling

points of contact, and three or four small fires called out the fire department. One of these fires was on the roof of the Western Union

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